AMENDMENTS TO THE SPECIFICATION

Please amend the section entitled "BRIEF DESCRIPTION OF THE DRAWINGS" as follows:

--The above and other objects, features and advantages will become more readily apparent from the following specific description accompanied by a set of drawings in which:

FIG. 1 is an exploded side-front view of a foot-operated gearshift assembly as seen from outside;

FIG. 2 is an isometric rear view of a partially assembled gearshift assembly of FIG. 1;

FIG. 3 is an isometric rear view of the fully assembled gearshift assembly of FIG. 1;

FIG. 4 is a diagrammatic view of multiple angular positions of the foot-operated gearshift assembly corresponding to fully established speed-ratio positions;

FIG. 5 illustrates the foot-operated gearshift assembly positioned between fully established speed-ratio positions during shifting through gears;

FIG. 6 is an isometric view of a hand-operated clutch release lever assembly;

FIG. 7 is a cross-sectional view of the clutch release assembly; ~~and~~

FIG. 8 is a diagrammatic view of a crankshaft assembly transmitting a force generated by the foot-operated gearshift assembly to a gear train;

FIG. 9 is a diagram illustrating the present invention connected to an existing motorcycle; and

FIG. 10 is an enhanced cross-sectional view of the clutch release assembly.--

Please amend paragraph [0031] as follows:

--The pedal 18 is centered on a main pivot pin 24 extending through the rest of the foot-operated assembly 10 to be detachably and rotatably mounted to the frame of the motorcycle by its inner end while the outer end is rotatably fixed to the pedal by a castle nut 26. In addition to the pedal 18, a cam sub-assembly 36 coupled to the pedal and initially rotatable therewith in unison in response to the downward pressure applied to the latter, and a stationary detent plate 32, complete the foot-operated gearshift assembly 10. Mounting of the detent plate can be realized by a variety of means including, for example, a center retention bushing extending into the frame 500 (FIG. 9) of the motorcycle and a retention bolt securing the detent plate from any rotation (not shown). Alternatively, the detent plate can be welded to or cast into the frame. As is seen in FIGS. 1-3, a combination of the pedal and cam sub-assembly pivotal parts and the stationary detent plate represents a simple, readily attachable structure assembled in a relatively small housing.--

Please amend paragraph [0035] as follows:

--In particular, the pawl shaft 62 is configured to receive pawl arms 60 mounted so that when the pedal 18 pivots about the axis A-A, only one of the pawl arms 60 moves with the pedal, while the other pawl arm 70 is lifted of the cam 30 by the pawl upset pin 58 overcoming a spring force of pawl return spring 64 (FIG. 2). The spring may have a variety of configurations including a circular or a fork-like, as is shown in FIG. 2 and having its ends coupled to the arms 60, 70 in a variety of implementations including, for example, engagement with the holes formed on the arms (not shown). Accordingly, the pawl 70 urging against the notch 52 transmits the pressure imposed upon the pedal and actuates the cam subassembly 36 to move synchronously with the pedal 18 at a predetermined angular distance. As a result, the shift linkage 34 is linearly displaced to actuate the transmission bell-crank assembly 120 located in the bell-crank housing 510 (FIG. 9) through rotation of bell-crank arm 820. While the cam subassembly 36 moves in response to the pressure applied to the pedal 18, a plurality of detent balls 72, each of which is biased by a respective spring 74 toward a detent 76 on the detent plate 32, is compressed until the detents and detent balls are aligned. A distance between the detents and their pattern correspond to the transmission detents in the transmission or gear location.--

Please amend paragraph [0043] as follows:

--In accordance with another aspect of the invention, the hand-operated clutch release assembly 12 operates in response to a tensile force generated by the squeezed release lever 14 and applied to a cable 90 (FIG. 7) attached thereto by one of its ends. The other end of the cable 90 is detachably retained into a release lever 92 by a cable retention assembly. Different configurations of the cable retention assembly can be utilized within the scope of this invention including, for example, Indian Motorcycle. As a result of the tension force applied by the cable 90, the opposite end 98 of the release lever 92 pivots on a pivot pin 96 and subsequently pulls on piston 100. To effectively transmit the tensile force generated by the cable 90 to the piston 100, the end 98 of the lever 92 has an opening 106 sized to allow a threaded proximal end 108 of a shaft 110, which is coupled to the piston 100, to go through the opening 106 and be secured by a washer 102 and a nut cap 104. The shaft 110 is inserted through an opening in an outer primary case cover 1010 of the clutch. Due to the rigid connection between the lever 92 and the shaft 110, the latter transfers the tensile force through a throw out bearing to a clutch pressure plate 112 upsetting the [[a]] clutch pressure plate 112 by overcoming the pressure of the clutch spring pack 520 (FIG. 10) and releasing the clutch.--

Please amend paragraph [0045] as follows:

-- The cable 90 is retained by means of a cable bracket 714, mounted to the frame 500, ~~114~~ and can be adjusted by a cable adjuster 116 with an adjuster nut 118. Cable adjuster bracket support bolt 722 ~~120~~ and a jam nut 720 ~~122~~ are adjustable to remove any flex in the cable adjuster bracket 714 ~~114~~ when tension is applied.--

Please amend paragraph [0046] as follows:

-- Turning to FIG. 8, the transmission bell-crank assembly 120 is configured to shift gears in response to the linear motion of the shift linkage 34 (FIG. 1) and disengaging the clutch by the clutch release assembly, as discussed in reference to FIGS. 6 and 7. Linear displacement of the shift linkage 34, attached to shift linkage mount hole 814 ~~114~~ of the bell-crank assembly 120, is translated into rotational motion of a shaft 126 causing the a shift fork input lever 122 to manipulate the gears. The fork input lever 122 is mounted on the shaft 126 midway between the opposite ends thereof by means of hat bushings 130 and is rotationally fixed to the shaft by a wedge pin 126. The whole assembly is mounted in a housing by means of an end cap bushing 128 and is centered by hat bushings 130.--

Please add the following new paragraphs immediately after paragraph [0046]:

--FIG. 9 is a diagram illustrating the present invention connected to an existing motorcycle. Shown in FIG. 9 are motorcycle frame 500. The existing motor and transmission are illustrated therein. Pedal 18, cam plate 28 connecting pin 46, and shift linkage 34 are shown. Bell-crank housing 510 is shown with bell-crank arm 820 and shift linkage mount holes 814. The outer primary case cover 1010 is shown covering the clutch release assembly. Release lever 92 and cable bracket 714 are also shown.

FIG. 10 is an enhanced cross-sectional view of the clutch release assembly. Outer primary case cover 1010 is shown, through which shaft 110 extends. Clutch pressure plate 112 is shown abutting the clutch spring packs 520. Also shown are metal disk 1040, clutch disk 1030, clutch hub 1050 and clutch basket 1060. Transmission input shaft 1070 connects the clutch release assembly with the transmission. Ball bearings 1020 are also shown.--